

John Deere 3130 Tractor



JOHN DEERE

OPERATORS MANUAL

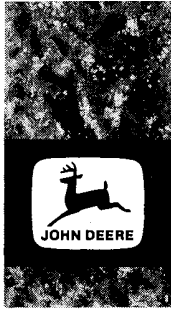
John Deere
3130 Tractor

OML29116 G2 English

John Deere Werke Mannheim
OML29116 G2

LITHO IN U.S.A.
ENGLISH





TO THE PURCHASER

Your versatile new John Deere Tractor meets the exacting requirements of modern farming.

Operating ease and comfort, hydraulic power when and where you need it, the ability to match engine power and transmission speed to any job, outstanding economy and dependability, modern styling, and simplicity of lubrication and service are all special features of this tractor.

At the time the tractor was delivered, the John Deere dealer discussed with you its safe operation and proper care. However, before putting the tractor to work, read this manual. It contains complete instructions for operating the tractor, caring for it, and taking full advantage of its many time- and labor-saving features. After reading the manual, keep it in a convenient place for quick and easy reference if questions arise concerning operation, lubrication, or service.

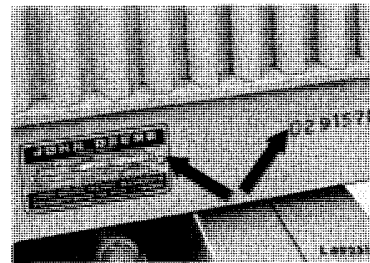
References to right and left sides of the tractor are made throughout this manual. The left and right sides are determined when facing forward in the operator's seat.

The service policy which you received with your new tractor certifies that the tractor was properly inspected and prepared for delivery by your John Deere dealer.

Your John Deere dealer wants to help you get the most value from your tractor. His skilled servicemen can handle every job efficiently. These men are trained in modern service methods; they have all necessary tools and equipment. If new parts are needed, only genuine John Deere parts will be installed. These parts are exact duplicates of the originals, made from the same patterns and of the same high-quality materials.

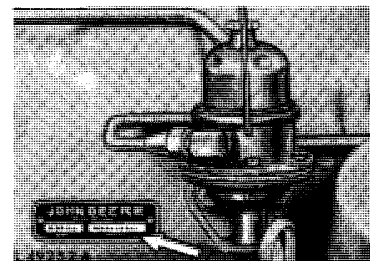
When ordering new parts, only state the 6-digit number group - without letters - of the tractor and engine serial numbers.*

For ready reference, locate and record these numbers in the spaces provided under the following illustrations.



Tractor Serial Number

Record here



Engine Serial Number

Record here

*** Whenever serial numbers are required on all warranty claims or correspondence pertaining to this machine, it is extremely important that the complete number groups together with all letters be furnished. This point cannot be overemphasized.**



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Hello dear friend!

Thank you very much for reading.

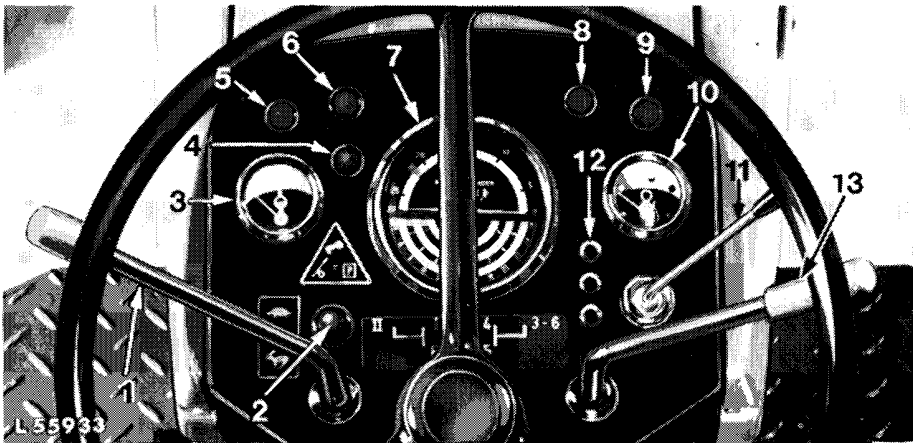
Enter the link into your browser.

The full manual is available for immediate download.

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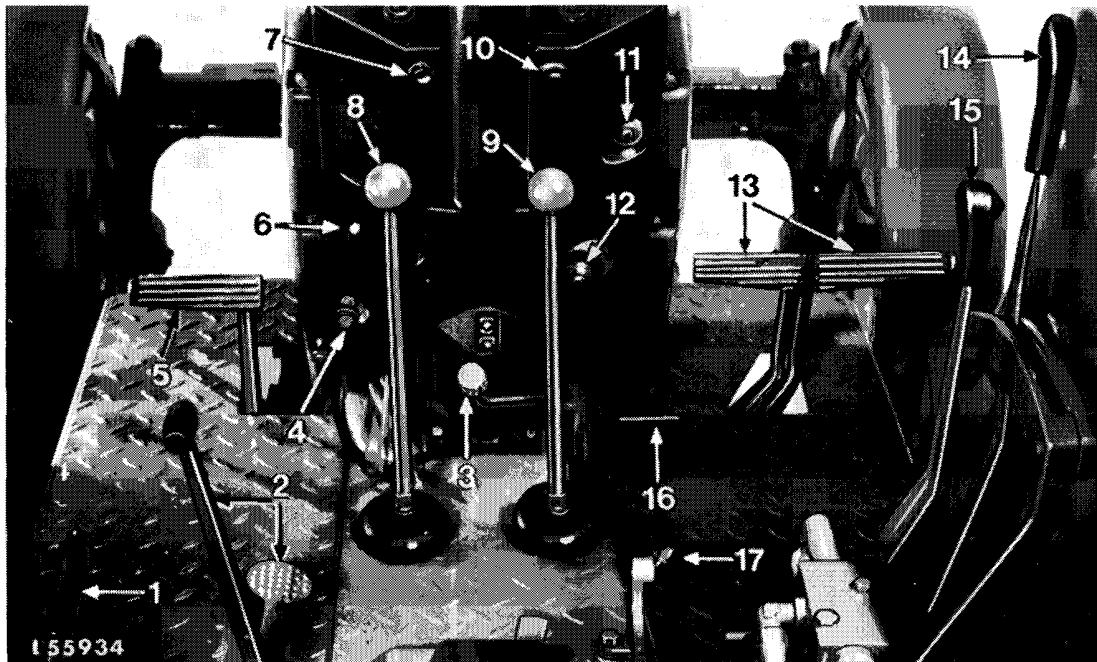


CONTROLS AND INSTRUMENTS



- 1 HIGH-LOW shift lever
- 2 Hazard warning light switch
- 3 Coolant temperature gauge
- 4 Air cleaner indicator light
- 5 Transmission oil pressure indicator light
- 6 Alternator indicator light
- 7 Speed-hour meter

- 8 Engine oil pressure indicator light
- 9 Full beam indicator light
- 10 Fuel gauge
- 11 Turn signal switch
- 12 Turn signal indicator lights
- 13 Hand throttle



- 1 Parking brake lever
- 2 Differential lock (lever and pedal)
- 3 PTO control lever
- 4 Engine shut-off knob
- 5 Clutch pedal

- 6 Fuse box
- 7 Starter button
- 8 Range shift lever
- 9 Gear shift lever
- 10 Horn button
- 11 Main switch

- 12 Cold weather starting aid (Thermostart)
- 13 Brake pedals
- 14 Rockshaft control lever
- 15 Selective control valve lever
- 16 Foot throttle
- 17 Rockshaft selector lever

INSTRUMENTS

Control Lights

Transmission oil pressure



Alternator



Engine oil pressure



The above control lights should light up as soon as main switch is moved to position "1". If this is not the case, a burnt-out bulb or blown fuse may be the cause. Replace defective bulb or fuse.

The control lights should go out as soon as the engine is running and the engine speed has been raised. If this is not the case or if a light goes on during operation, immediately shut off engine and remedy the fault.

If **transmission oil pressure indicator light** goes on during tractor operation, check oil level and condition of transmission oil filter.

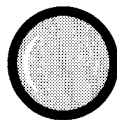
If **alternator indicator light** goes on during engine operation, the alternator is not charging. Check for loose alternator connections, slackness of V-belt or defective alternator.

If **engine oil pressure indicator light** goes on during engine operation, check oil level and condition of engine oil filter.



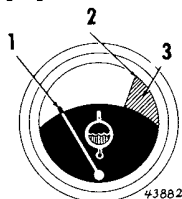
Air cleaner indicator light

If air cleaner indicator light goes on, clean air filter element or replace element after it has been cleaned six times.



Full-beam indicator light
(not with sealed beam lights)

As soon as full-beam is turned on, the blue full-beam indicator light will go on. Dim the lights in case of oncoming traffic or when driving through populated areas.

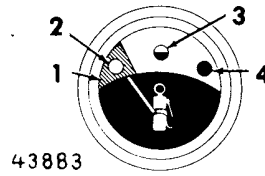


Coolant temperature gauge

- 1 = 38° C (100° F)
- 2 = 104° C (219° F)
- 3 = Red warning zone

If the gauge needle is in the red warning zone, the engine is overheating and must be stopped at once. Check coolant level in radiator and check cooling system for leaks.

Fuel Gauge



- 1 = Red warning zone
- 2 = Empty tank
- 3 = Half-full tank
- 4 = Full tank

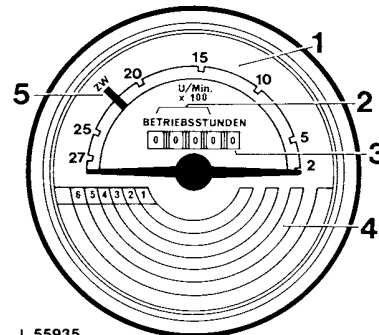
The fuel gauge shows the amount of fuel in tank, from "empty" via "half-full" to "full".

Refill tank as soon as needle points to red zone.

Never run fuel tank completely dry!

Speed-hour Meter

The speed-hour meter facilitates the economical use of the tractor under all operating conditions. It also facilitates choosing the right gear.



The **speed-hour meter** shows the following:

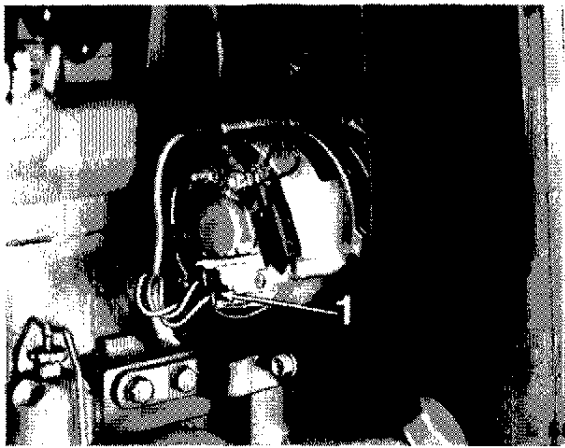
- 1 = **Engine speed** on the upper half of the dial. The figure shown multiplied by 100 indicates the actual number of engine revolutions.
- 2 = **Hours of operation** in full hours.
- 3 = **Hours of operation** in tenths of hours.
- The hour meter facilitates close observation of the proper service intervals.
- 4 = The **tractor speed** for the gear engaged.
- 5 = **PTO operation**. The green mark shows the engine speed required for powershaft operation.



OPERATION

PRE-STARTING INSPECTION

Prior to operating tractor for the first time, connect three-terminal plug to alternator.



1 = Three-terminal plug connected to alternator

IMPORTANT! If the tractor is to be operated without battery (using a slave battery for starting), make absolutely sure main switch is in position 2, 3 or 4. This also applies when engine is running.

Further details about the alternator are given on page 59.

The following items must be checked daily before commencing work:

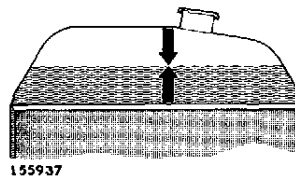
Oil level in engine crankcase



If oil level has sunk to bottom mark on dipstick, add sufficient oil to bring oil level up to top mark on dipstick.

See page 37 for types of oil.

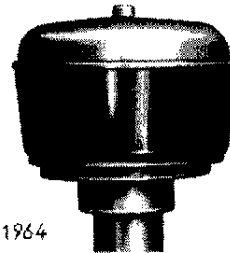
Radiator coolant level



Coolant should be maintained at a level midway between radiator core and filler neck.

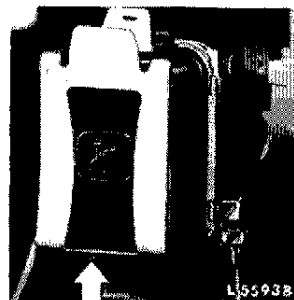
See section "Cooling System" for correct coolant mixture.

Pre-cleaner (special equipment)



Clean collector bowl if dust has risen to mark.

Fuel filter



Drain all water and dirt deposits.

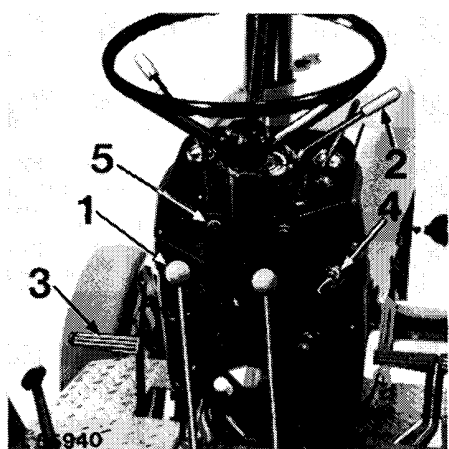
The drain plug is located at the bottom of the filter body.

Fuel shut-off valve



Make sure fuel shut-off valve located under fuel tank is open.

STARTING THE ENGINE



- 1 = Range shift lever in neutral position.
- 2 = Place hand throttle in halfway-open position.
- 3 = Depress clutch pedal to decrease drag on engine.
- 4 = Turn switch key to position "1".
- 5 = Depress starter button. As soon as engine starts release button. Do not crank engine for more than 30 seconds at a time. Wait at least two minutes before trying again.

Release clutch pedal. In cold weather, warm engine and transmission for 5 minutes by operating engine at half throttle.

NOTE: If engine fails to start, refer to "Trouble Shooting" charts.

IMPORTANT! Never attempt to start the tractor by towing or pushing as the HIGH-LOW shift unit may be damaged.

COLD WEATHER STARTING AIDS

To assist in cold weather starting, several aids are available. These aids are effective at low temperatures only when the engine is otherwise operating satisfactorily. They will not correct such deficiencies as low battery charge, crankcase oil of too heavy viscosity, or high electrical resistance, any of which may prevent the engine from starting.

Auxiliary Batteries

Starting the engine in cold weather can be made easier by connecting an additional 12-volt battery in parallel with the 12-volt batteries on the tractor.

Use jumper cables to connect the positive (+) terminal of the booster battery to the positive (+) terminal of the tractor batteries and the negative (-) terminal of the booster battery to negative (-) terminal of the tractor batteries. See your JOHN DEERE dealer for booster batteries.

IMPORTANT! The batteries on your tractor are **NEGATIVE** grounded only. Reversed polarity in battery or alternator connections will result in damage to electrical system.

Diesel Starting Fluid Adapter

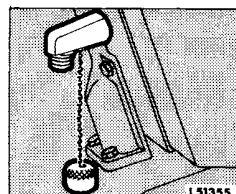
Your tractor may be equipped with a starting fluid adapter. This attachment is used to inject atomized starting fluid into the engine air intake system when starting the engine at temperatures below 0° C (+ 32° F).



CAUTION! Starting fluid is highly flammable.



To use starting fluid, remove the safety cap and plastic spray button from the can.



Remove cap from adapter.

Injecting Diesel Starting Fluid

IMPORTANT! To avoid damage, turn engine with starter one or two revolutions before injecting starting fluid.

Inject starting fluid only while engine is turning. Inject starting fluid intermittently, not continuously.

6 Operation

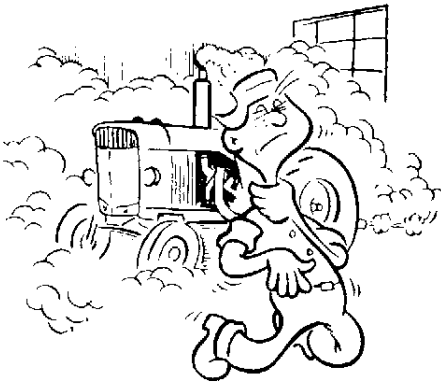


Position can onto adapter and inject fluid by pushing up on can for a short period.

Relax pressure on the can between "shots" of fluid. Stop injecting fluid as soon as the engine starts. If engine begins to die during the first few minutes of operation, inject another "shot" of fluid. When the engine is running smoothly, remove the can from the adapter and replace the safety cap on the can. Be sure to put the cap back on the adapter when not in use. This prevents dust from being drawn into the engine.

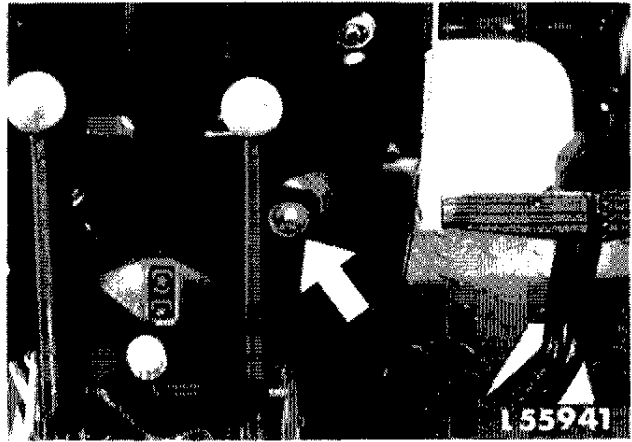
Store starting fluid cans where they will not be subject to extreme cold or heat. For best results, store fluid at room temperature.

⚠ CAUTION! Before discarding used starting fluid containers, empty them completely in a well ventilated area, at a good distance from sparks or open fire.



⚠ CAUTION! Before starting the engine, make sure there is plenty of ventilation. Never operate the engine in a shed or garage. Danger of asphyxiation!

Thermostart Starting Aid



The unit can be equipped with a Thermostart device.

NOTE: Never operate this starting device when the engine is hot or at ambient temperatures higher than + 7° C (+ 44° F).

With a cold engine and at ambient temperatures below + 7° C (+ 44° F), operate the Thermostart device as follows:

Keep Thermostart button depressed for 15 - 20 seconds.

Crank engine with starter and continue depressing the thermostart button.

If the engine does not start within 15 seconds, release starter button but keep the thermostart button depressed.

After a ten-second pause, depress starter button again.

If the engine starts, release starter button at once but keep thermostart button depressed for another 15 seconds.

ENGINE WARM-UP PERIOD

The engine must have attained the correct operating temperature before putting the unit under full load. To warm up the engine, run it for a few minutes with the hand throttle halfway open. Thus excessive wear on piston rings, cylinders and bearings is avoided.

ENGINE IDLING

Avoid unnecessary engine idling. Prolonged engine idling may cause the engine coolant temperature to drop below its normal range. This in turn causes crankcase oil dilution, due to incomplete fuel combustion, and permits formation of lacquer or gummy deposits on valves, pistons and piston rings. It also promotes rapid accumulation of engine sludge.

ENGINE SPEEDS

The engine working speed range is between 1300 and 2500 rpm. Within these limits the engine can be put under full load. Maximum continuous power is obtained at 2500 rpm.

Operate the engine at 2200 rpm to obtain SAE standard PTO speeds.

When using the PTO, set the hand throttle so that the engine speed pointer is level with the green mark on the speed-hour meter.

STOPPING THE ENGINE

Run the engine at 1400 rpm for a short time before shutting it off completely. This will allow the engine to cool off gradually.

To stop the engine, pull the shut-off knob (bottom-left on instrument panel). Push the knob back in after the engine has stopped.

IMPORTANT! Never attempt to stop the engine by closing the shut-off valve at the fuel tank as this will cause the pump to run dry and damage internal parts.

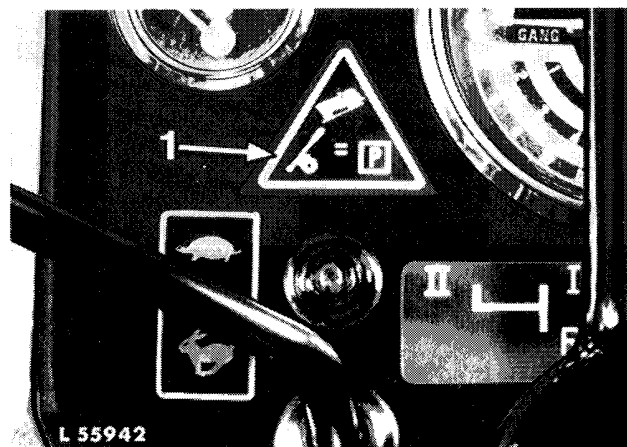


CAUTION! Remove switch key to prevent accidents and battery discharge.

PARKING THE MACHINE

Apply handbrake firmly when parking the tractor.

Parking Warning Sign



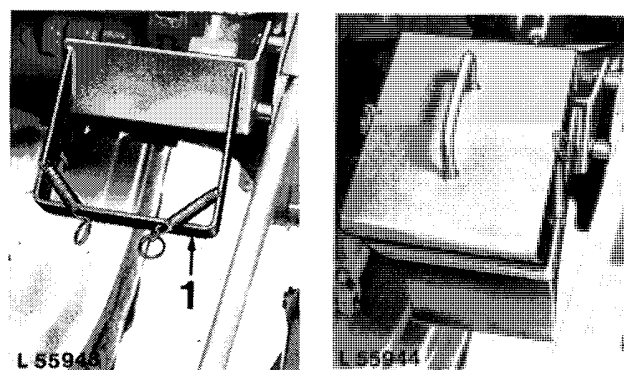
1 = Symbol for parking brake

This warning sign will remind the operator to apply the parking brake firmly when parking.



CAUTION! With the engine shut off, engine and rear axle are disconnected through the HIGH-LOW shift unit. Therefore it is useless to engage a gear for parking.

CHOCK BLOCK



1 = Chock block holder 2 = Chock block

For maximum safety, place chock in front or behind driving wheel when parking on slopes. Make sure tires are not underinflated to prevent chock from being "rolled-over".

8 Operation

TOWING THE TRACTOR

When towing the tractor, move both the gear and range shift levers to the neutral position. Thus you will avoid any unnecessary transmission wear.



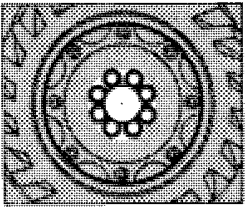
CAUTION! Never tow the tractor at a speed greater than 15 miles per hour (25 km/h).

BREAK-IN PERIOD

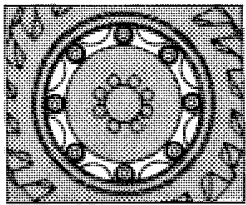
After the first 4 hours and 8 hours of operation retighten all wheel retainers and front axle bolts. Check tightness of retainers and axle bolts frequently during the first 100 hours of operation.

Recommended torques are as follows:

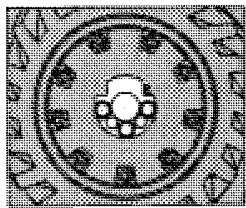
Rear Wheels



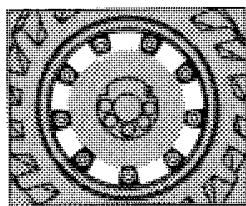
Wheel disk-to-axle flange
(steel and cast disks)
41.5 mkp (300 ft.lbs.)



Rim-to-wheel disk
Steel disks: 20 mkp (145 ft.lbs.)
Cast disks: 23.5 mkp (170 ft.lbs.)

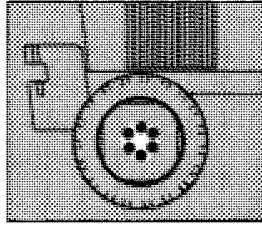


Wheel disk-to-hub (rack and pinion axle)
41.5 mkp (300 ft.lbs.)



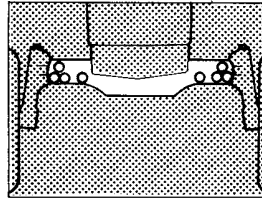
Rim-to-wheel disk (rack and pinion axle)
23.5 mkp (170 ft.lbs.)

Front Wheels



Wheel-to-axle flange
12 mkp (85 ft.lbs.)

Front Axle



Axle bolts
41.5 mkp (300 ft.lbs.)

Thereafter check tightness of bolts and screws periodically.

The tractor should be operated under normal load during the first 20 hours of operation.

IMPORTANT! Avoid light loads or excessive engine idling.

Ideal conditions for breaking in a tractor engine would require operating the tractor at full engine speed under 75 % of full load. Under such operating conditions an engine would be broken in after approximately the first 100 hours.

In most cases, however, it is practically impossible to operate the tractor under these conditions during the first hours. This is the reason why, in many cases, the duration of the break-in period is considerably longer than 100 hours.

Under very light load conditions some engines may never break in which results in glazed cylinder liners.

During the break-in period a higher-than-usual oil consumption should be considered as normal.

Check periodically to be sure that an adequate supply of oil is maintained in the crankcase.

At the end of the first 50 hours of operation, replace the transmission system oil filter.

At the end of the first 100 hours of operation, drain and refill crankcase and replace filter element.

We recommend that you ask your JOHN DEERE dealer to carry out a general inspection of the tractor before the first 100 operating hours are completed.

SELECTING TRAVEL SPEEDS

The tractor has six forward gears and three reverse gears. However, by shifting the HIGH-LOW unit, 12 forward and 6 reverse speeds may be selected without declutching or changing the engine speed. These speeds, together with the engine speeds that may be selected allow the operator to balance load

and speed for maximum economy, and give him flexibility to meet varying work conditions. For example, for a given travel speed the operator may choose to work in a low gear at a high engine speed or in a higher gear at a lower engine speed.

Gears should be selected so as to avoid a permanent overloading of the engine.

TRAVEL SPEEDS

MODEL		Tractors up to 25 km/h (15.5 mph)				Tractors up to 30 km/h (18.6 mph)			
		16.9/14-34		16.9/14-38 18.4/15-34		3130 2500 16.9/14-34 23.1/18-26*		16.9/14-38 18.4/15-34	
RATED ENGINE SPEED IN RPM									
TIRE SIZES									
Gear		km/h	mph	km/h	mph	km/h	mph	km/h	mph
		1	Low	1.9	1.2	2.0	1.2	2.2	1.4
	High	2.5	1.5	2.6	1.6	2.9	1.8	2.9	1.8
2	Low	3.2	2.0	3.3	2.1	3.7	2.3	3.8	2.4
	High	4.1	2.5	4.2	2.6	4.7	2.9	4.9	3.0
3	Low	5.2	3.2	5.4	3.3	6.0	3.7	6.2	3.8
	High	6.6	4.1	6.8	4.2	7.6	4.7	7.9	4.9
4	Low	7.0	4.3	7.2	4.5	8.1	5.0	8.3	5.2
	High	8.9	5.5	9.2	5.7	10.2	6.4	10.6	6.6
5	Low	11.6	7.2	11.9	7.4	13.4	8.3	13.8	8.6
	High	14.7	9.1	15.2	9.5	17.0	10.6	17.5	10.9
6	Low	18.7	11.6	19.3	12.0	21.6	13.4	22.3	13.8
	High	23.8	14.8	24.6	15.3	27.4	17.0	28.3	17.6
R 1	Low	2.3	1.5	2.4	1.5	2.7	1.7	2.8	1.7
	High	3.0	1.8	3.1	1.9	3.4	2.1	3.5	2.2
R 2	Low	3.9	2.4	4.0	2.5	4.5	2.8	4.6	2.9
	High	4.9	3.1	5.1	3.2	5.7	3.5	5.9	3.6
R 3	Low	6.3	3.9	6.5	4.0	7.2	4.5	7.5	4.7
	High	8.0	5.0	8.2	5.1	9.2	5.7	9.5	5.9

* For rice and cane fields

10 Operation

TRAVEL SPEEDS

Tractors up to 25 km/h (15.5 mph)

Tractors up to 30 km/h (18.6 mph)

3130

2200 (for PTO operation)

MODEL

ENGINE SPEED IN RPM

TIRE SIZES

		16.9/14-34		16.9/14-38 18.4/15-34		16.9/14-34 23.1/18-26*		16.9/14-38 18.4/15-34	
Gear		km/h	mph	km/h	mph	km/h	mph	km/h	mph
1	Low	1.7	1.0	1.8	1.1	1.9	1.2	2.0	1.2
	High	2.2	1.4	2.3	1.4	2.5	1.6	2.6	1.6
2	Low	2.8	1.7	2.9	1.8	3.3	2.1	3.3	2.1
	High	3.6	2.2	3.7	2.3	4.1	2.5	4.3	2.7
3	Low	4.6	2.9	4.8	3.0	5.3	3.3	5.4	3.4
	High	5.8	3.6	6.0	3.7	6.7	4.2	6.9	4.3
4	Low	6.2	3.9	6.3	3.9	7.1	4.4	7.3	4.5
	High	7.8	4.8	8.1	5.0	9.0	5.6	9.3	5.8
5	Low	10.2	6.3	10.5	6.5	11.8	7.3	12.1	7.5
	High	12.9	8.0	13.4	8.3	14.9	9.3	15.4	9.6
6	Low	16.4	10.2	17.0	10.6	19.0	11.8	19.6	12.2
	High	20.9	13.0	21.6	13.4	24.1	15.0	24.9	15.5
R 1	Low	2.0	1.2	2.1	1.3	2.4	1.5	2.5	1.6
	High	2.6	1.6	2.7	1.7	3.0	1.9	3.1	1.9
R 2	Low	3.4	2.1	3.5	2.2	4.0	2.5	4.0	2.5
	High	4.3	2.7	4.5	2.8	5.0	3.1	5.2	3.2
R 3	Low	5.5	3.4	5.7	3.5	6.3	3.9	6.6	4.1
	High	7.0	4.3	7.2	4.5	8.1	5.0	8.3	5.2

* For rice and cane fields

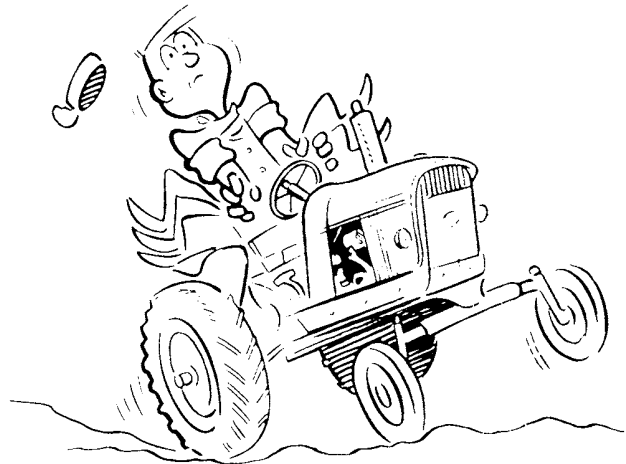
HIGH SPEED DRIVING

A higher gear can be used when traveling on good, straight roads.

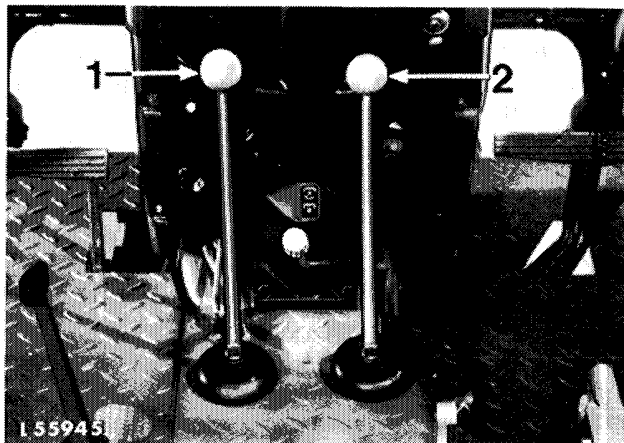
On bad, curvy roads or when working on slopes, it is necessary to shift to a lower gear and to reduce speed.



CAUTION! Speeding is the cause of many accidents.



SHIFTING GEARS



- 1 = Range shift lever (left-hand lever)
 2 = Gear shift lever (right-hand lever)

Gear shifting is controlled by a range shift lever and a gear shift lever.

Shifting pattern



L 49262

Range Shift Lever
Positions

Gear Shift Lever
Positions

- I = Low range
 II = High range
 R = Reverse range

With the range shift lever a low or high range of gears can be engaged.

The gear shift lever can be used to select 1st, 2nd and 3rd gears when the range shift lever is in low range position ("I").

It can be used to select 4th, 5th and 6th gears when the range shift lever is in high range position ("II").

When the range shift lever is in reverse range ("R"), gears 1,2 or 3 can be used for travelling in reverse.

Shifting from neutral

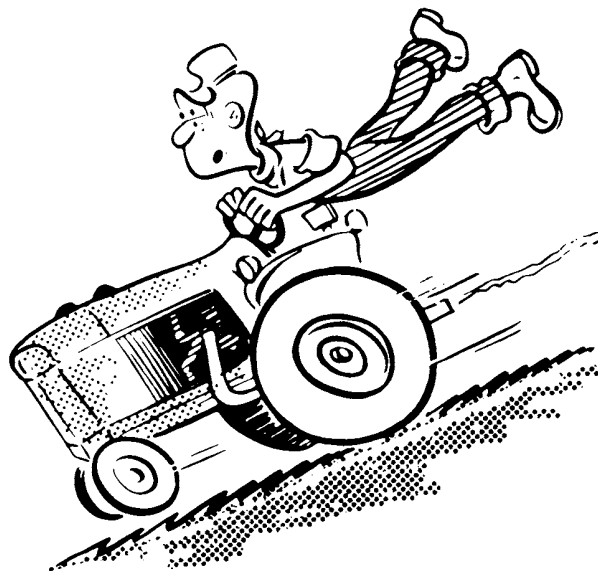
1. Depress clutch pedal.
2. Move range and gear shift levers in the position required.
3. Gradually release clutch pedal, however, do not allow clutch to slip longer than necessary to take up load smoothly.

To shift from lower to higher gear, increase engine speed, depress clutch, decrease engine speed, engage higher gear, release clutch slowly and increase engine speed.

To shift down smooth, decrease engine speed, depress clutch pedal, place gear shift lever in neutral, release clutch momentarily, increase engine speed, declutch and select lower gear. Release clutch slowly.

Shifting to another range

To shift to another range, fully stop the unit, disengage the clutch and then change gear range as required.

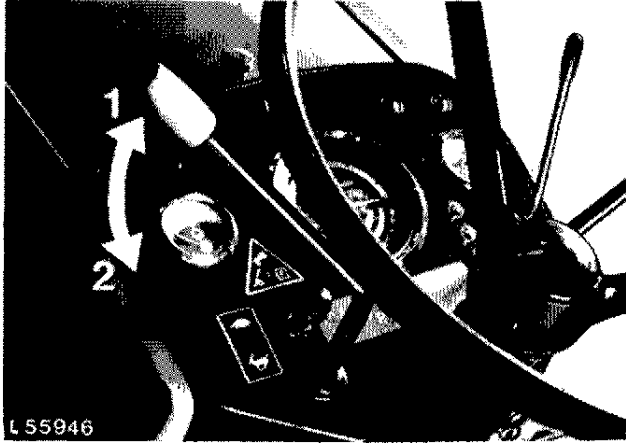


IMPORTANT! Do not allow tractor to coast downhill with clutch disengaged and transmission in gear. This will result in overspeeding and damage to the clutch.

12 Operation

HIGH-LOW SHIFT UNIT

HIGH-LOW Shift Lever



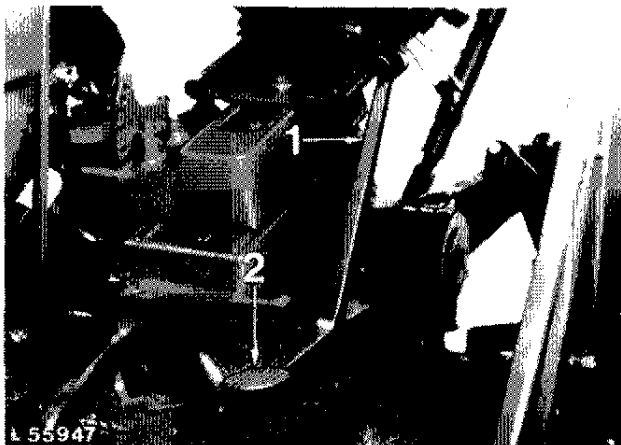
1 = Low speed
2 = High speed

The HIGH-LOW shift unit allows the operator to decrease or increase tractor speed without using the clutch.

Shifting from HIGH to LOW decreases the ground travel speed by 21% and provides up to 27% increase in pulling power in any of the travel speeds.

DIFFERENTIAL LOCK

With differential lock engaged, power is transferred equally to both rear wheels. This prevents the usual loss of traction when one wheel is slipping.



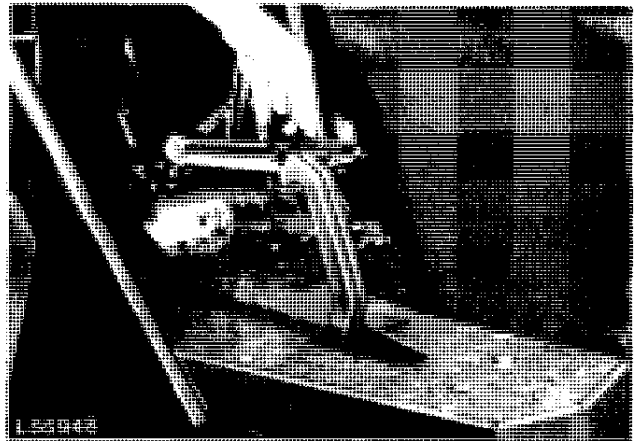
1 = Hand lever
2 = Pedal

To engage the differential lock, push out on the lever (or down on the pedal). Unequal traction will keep the lock engaged. You may have to hold the lever or pedal engaged if unequal traction is not continuous.

CAUTION! Do not attempt to turn the tractor with the differential lock engaged!

HYDRAULIC FOOT BRAKES

CAUTION! Brake pedals must be coupled together by means of pedal coupler when driving on public roads.



Coupling brake pedals together



Using foot brake to make a sharp left-hand turn

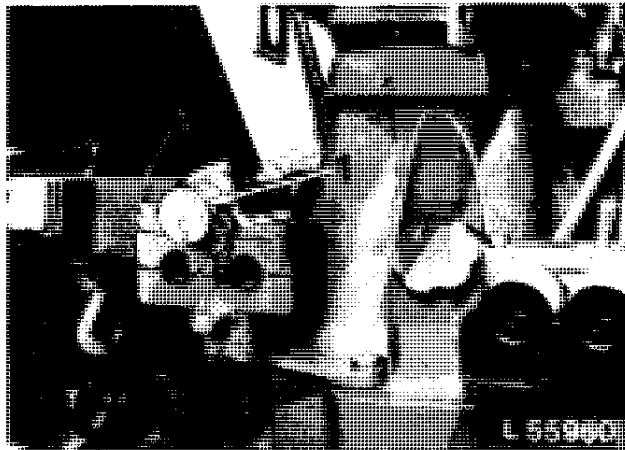
When turning the tractor, press down on a single brake pedal. Use the left pedal to turn left and the right pedal to turn right. When negotiating sharp turns, press brake pedal down more sharply as the steering wheel is being turned.

Use brake for steering purposes at low speed only!

When stopping the tractor, press down on both brake pedals.

CAUTION! Your safety depends on proper brakes. If they become defective, have them repaired right away!

Hydraulic Trailer Brake



1 = Trailer brake coupler

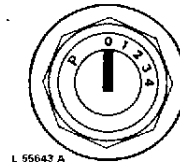
The tractor can be equipped with a hydraulic trailer brake coupler.

When connecting pressure hose, make sure connections are absolutely clean.

Press down on brake pedals to operate hydraulic trailer brake. Braking action depends on the pressure exerted on brake pedals.

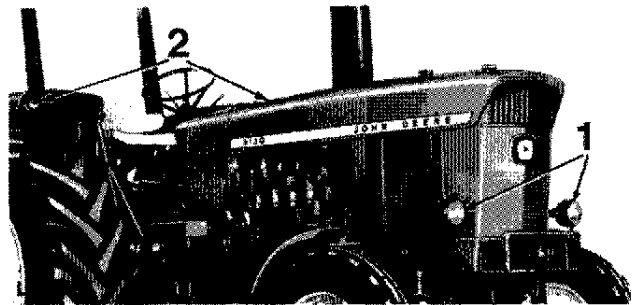
LIGHTING SYSTEM EQUIPPED WITH "BILUX" LIGHTS

Main Switch



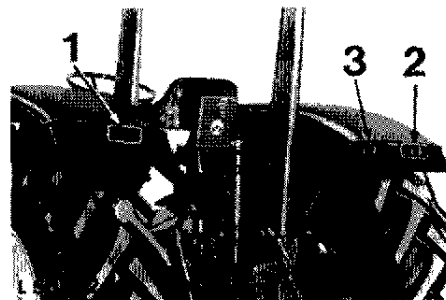
- 1 = Lights switched off
- 2 = Parking lights
- 3 = Dimmed headlights
- 4 = Bright headlights
- P = Parking lights with switch key removed

Tractor Equipped with Full Coverage Fenders



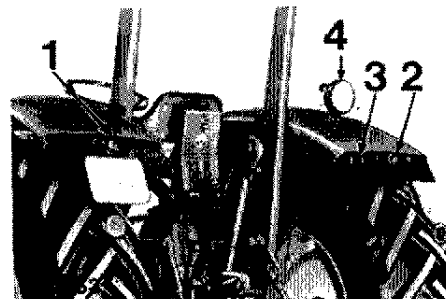
- 1 = Headlights
- 2 = Turn signal lights

Rear Combination Light (Triple)



- 1 = Tail, stop, turn signal and licence plate lights
- 2 = Tail, stop and turn signal lights
- 3 = Socket for trailer lighting

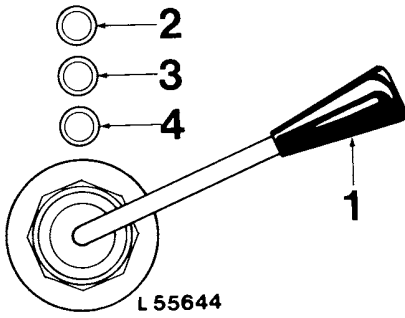
Rear Combination Light (Dual)



- 1 = Tail, stop, turn signal and licence plate lights
- 2 = Tail, stop and turn signal lights
- 3 = Socket for trailer lighting
- 4 = Rear worklight (special equipment)

14 Operation

Turn Light Switch



- 1 = Turn light switch
- 2 = Turn signal indicator light for tractor
- 3 = Turn signal indicator light for 1st trailer
- 4 = Turn signal indicator light for 2nd trailer

Hazard Warning Lights

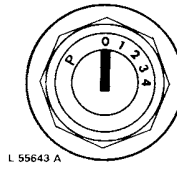
Whenever encountering any trouble on the tractor during road travel, turn on the flashing hazard warning lights. Do not turn off warning lights until tractor is again in proper operating condition.

Socket for Handlamp

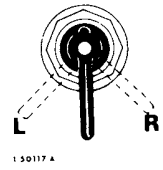
The socket for handlamp is provided with a hinged cover and is located below the turn signal light switch. After inserting the plug into the socket, the handlamp goes on.

LIGHTS WITH "SEALED-BEAM" LAMPS

Main Switch



Light Switch



Switch Positions for Road Travel

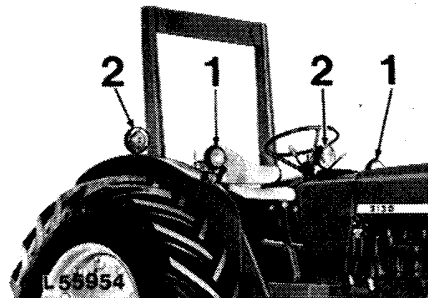
- | | |
|---|---|
| Main switch in position 2
Light switch in position L | } Dim lights, warning lamp and tail light |
| Main switch in position 3
Light switch in position L | |

Switch Positions in Case of Tractor Breakdown

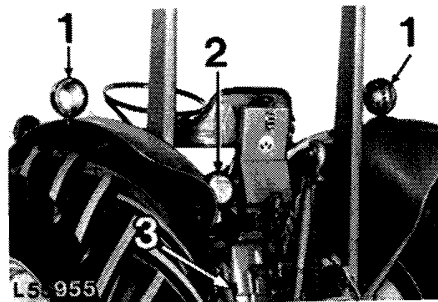
- | | |
|---|--|
| Main switch in position 4
Light switch in position L | } Dim lights, warning lamp and rear work light |
| Main switch in position 3
Light switch in position R | |

Switch Positions for Field Operation

- | | |
|--|----------------------------------|
| Main switch in position 2 or 4
Light switch in position R | } Dim lights and rear work light |
| Main switch in position 3
Light switch in position R | |



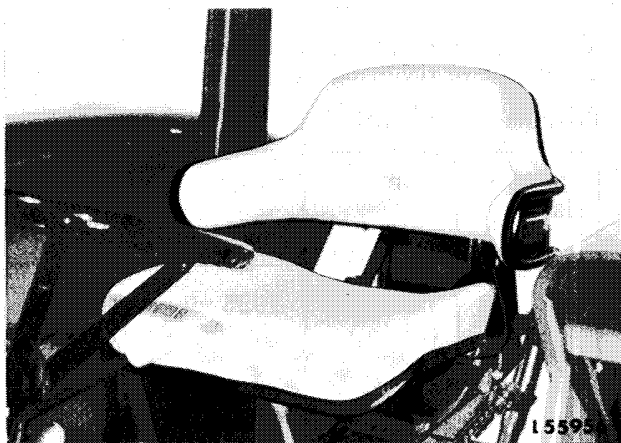
- 1 = Headlights
- 2 = Tractor warning lamp, front



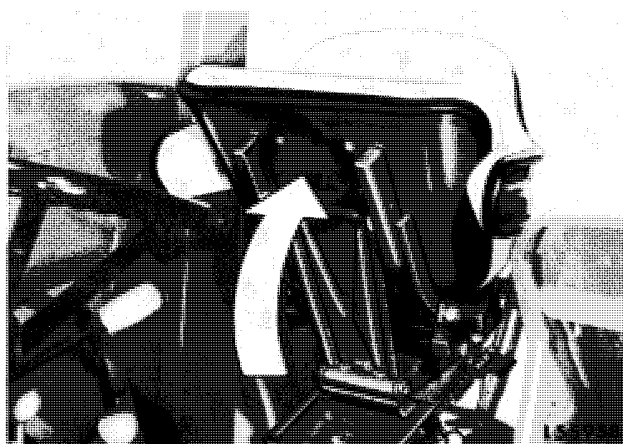
- 1 = Tractor warning lamp, rear
- 2 = Rear work light and tail light
- 3 = Electrical outlet socket

OPERATOR'S SEAT

Two seat types are available.

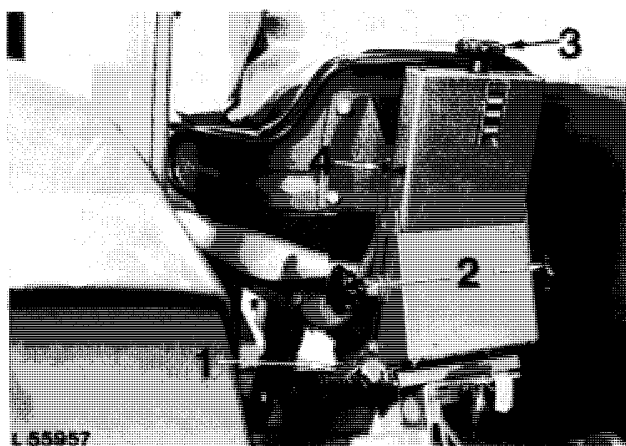


The **deluxe seat** is adjustable for the operator's height and weight and folds back for standing.



The operator's seat can be folded back against the backrest to drive tractor while standing.

The upholstered **standard seat** is adjustable for the operator's height and weight.



1 = Raise **catch** and adjust horizontally.

2 = Loosen **handwheels** on both sides and adjust seat to desired height. Retighten both handwheels securely.

3 = **Handwheel** for adjusting according to operator's weight.

4 = The seat is adjusted correctly for the operator's weight, when upon sitting down the **arrow** on the backrest is in line with the **arrow** on the seat adjustment frame.



1 = Loosen both **securing screws** and adjust seat according to operator's height.



1 = **Handwheel** for adjusting seat to operator's weight.



Suggest:

If the above button click is invalid.

Please download this document

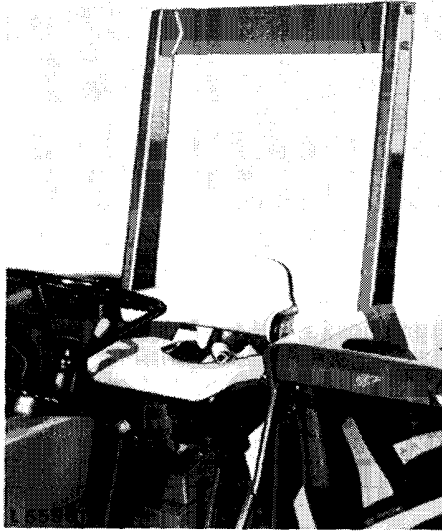
first, and then click the above link

to download the complete manual.

Thank you so much for reading

ROLL GUARD AND SEAT BELT

In various countries the tractor may not be operated without roll guard. For other countries the roll guard is available as special equipment.



CAUTION! Seat belts should be used when a roll guard is installed.

It is not recommended to use a seat belt if a roll guard has not been installed.

WHEEL TREADS

ADJUSTABLE FRONT AXLE

Front wheel tread can be adjusted by adjusting the front axle or reversing the wheels.

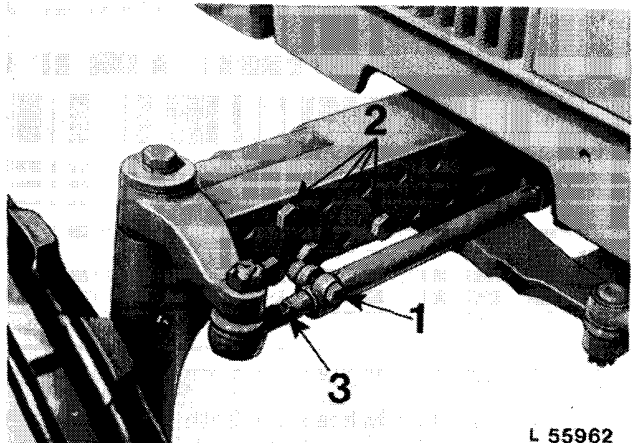
Possible Tread Widths

Tire sizes	from	to	By reversing the front wheels
7.50 - 18	1445 mm (57 in.)	1955 mm (77 in.)	2093 mm (82.4 in.)
7.50 - 20	1475 mm (58 in.)	1985 mm (78 in.)	2063 mm (81.5 in.)

Adjusting Front Wheel Tread

Jack up front end of tractor.

Do not place jack under engine oil pan.



L 55962

- 1 = Remove tie rod clamp bolts.
- 2 = Remove axle bolts and reposition axle ends to the desired front wheel tread. Insert axle bolts and tighten to 41.5 mkp (300 ft.lbs.) torque.
- 3 = The tie rods have grooves to simplify adjustment. Adjust the same distance as the axles. Insert and tighten tie rod clamp bolts to 12 mkp (85 ft.lbs.).

Check to see that front wheels turn equally to right and left. Check toe-in and adjust, if necessary.

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